NEW YORK, SUNDAY, JUNE 27, 1897. -COPYRIGHT, 1897, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION. -THIRTY PAGES.

derground railroad was wrecked, a month ago, was a rehearsal for the jubilee plot. There are

grounds for believing that something of the

kind was contemplated, but the plan was aban-

doned because men were not found with the

Then it was decided to flood the line of the

procession with revolutionary literature. This

wild scheme was given up because there were

no funds to do business upon a flooding scale, and comrades in the printing business were so

lost to a proper sense of duty as to require pay-

As far as the police are able to ascertain, only

Almost Killed with Kindness in Vienna-Nov

in Budapest.

Special Cable Despatch to THE SUN

enjoyed himself until the small hours on Friday

While here the King attended a court dinner

at Schoenbrunn. At the dinner he produced a

alds. The scabbard is equally gorgeous. The

King brought similar sabres for all the sover-

ANTON SEIDL'S TRIUMPH.

Acknowledged to Be the Greatest Wagneria

Conductor Ever Seen in London.

Special Cable Desputch to THE SUS.

at the Covent Garden Opera House to-night. He

will go to Beyreuth to-morrow for a few days

His triumph in London in grand opera has been

greater than that of any other foreign conductor.

nearly all the critics admitting that his inter-

pretation of Wagner has been a fresh revelation

of the great composer's work, and the best ever

on Storage in the Place.

afternoon. When the congregation assembled

matter was being discussed Morris Glass of 167

Houston street came in. Glass's father is a

former president of the congregation. When he

heard somebody speak of gun cotton he ex-

"Gun cotton! Gun cotton! In the syna-

gogue! Why, that's my gun cotton! Who has

taken it! It cost me money. Who has taken

His follow worshippers told Glass to go around

to the Madison street police station and he'd

find out what had become of his gun cotton. He

Letter from the Ex-Governor of Iowa Made

andidate for Democratic nomination for Presi-

coinage at 16 to 1 in a letter of 4,000 words

written for the campaign book of Col. D. M. Fox

Fox to-day, although Gen. Weaver and other

silver leaders objected, fearing the effect on the

State campaign just opened. The article by

tion of the financial policy of the Government,

particularly in recent years. He favors bimet-allism, and suggests that the Government ac-cept all bullion silver offered at the Mint, and for it issue paper representatives, to be redeemed in silver and gold at their full market price at

MISS KELLAR'S EDUCATION.

portunity to talk gun cotton. While the

gent questions and his amiability.

for the rebearants of "Parsifal."

given to the English public.

ween July 10 and Aug. 19.

claimed:

every attention from the Viennese ladies.

were being killed by kindness.

courage to take the risks involved,

ment in advance.

of her.

Fair: northwest to north winds.

MILES OF

"IF GOD SEE IT IN

Greatest Display of Sea Power the World Ever Saw.

165 BRITISH VESSELS.

Thirteen Foreign Powers Represented in the Great Review.

The Unprecedented Marine Display Off Ports mouth - Half a Thousand Warships and Merchantmen Fill Square Miles of Water-The Prince of Wales, Puffing a Cigny, Steams Through the Lance of War Craft-Einging Cheers from 40,000 Jack Tare-All the Vessels Gay with Bunting-It Was a Fine Day to See Them-Hain Followed the Raylew, but Held Up for the Night Illuminations-Then the Strait Gleamed with Fire and Our Brooklyn Made the Finest Display -Over Halfor England's Total Fleet in Line. Special Cable Desputch to THE SUS.

Popremours England June 26 - What should rank as the greatest achievement of man has been the dispute of many centuries. The answer of this generation has been found to-day in the marvellous display of human handiwork spread upon the waters of the great roadstead stretching between Portsmouth harbor and the Isle of Wight. Half a thousand great leviathans were there, creatures of iron assembled from every quarter of the globe. graceful, majectic liners, fearsome, repulsive attleships, impudent little torpedo boats, each and every one embodying the most wonderful discoveries and creations of the brain of man.

It was sufficiently imposing as a British naval review; but the other craft, English and foreign, outnumbered the British fighting force, and served somewhat to minimize the Admiralty display as a mere spectacle. Even the most ignorant layman, however, did not need to be told that he was witnessing the most stupendous aggregation of sea power this or any other age has en, no matter how estimated—in tonnage, motive power, or destructive force, which somebody has suggested should be reckoned in

These 165 vessels comprising the British fleet were more formidable than any weapon with which any nation has armed itself during the 10,000 years now included within human records. The chief political object of this jubilee celebration is therefore accomplished, Great Britain has shown her rivals and her own children the wast resources at her command for of-fence and defence, and she fondly hopes the esson may be taken to heart in more than one foreign capital.

She gained, at all events, one unsought tribute. Nature herself acknowledged the greatness and grandeur of the occasion. The afternoon, after a foggy morning, has been beautifully bright, clear, and cool. The firing of royal salutes by the big guns of every ship in the vast fleet amounted to a terrific cannonade, and the effect was the same as that which sometimes ws a great battle where there is free use of artillery. A heavy shower, entirely local, deluged the scene an hour after the review was

The British men-of-war of all types and classes actually present in the five columns moored at Spithead numbered 165 pennants. It must not, however, he assumed that all the vessels in the pageant are effective for battle. From the numbe: in line D, twelve vessels, employed in training and coast guard work, must be deducted, and also sixteen vessels from another line, which perform similar duties. The number of effective fighting ships is thus reduced to 137, and stern critics further eliminate the Alexandra. the flagship of the Superintendent of the Naval Reserves, and the Inflexible, on the ground that they are the only ships of the fighting line carrying muzzle-loading guns.

The force present has, in numbers, been exceeded on previous occasions, notably in 1856, at the close of the Russian war, when upward of 250 vessels were reviewed by the Queen, including 140 gunboats and 50 mortar boats. In every other respect, in powers of offence

and defence, in homogeneity, mobility and preparation for active work, the naval force now collected at Snithead has never been equalled. Moreover, it has independent squadrons in foreign and colonial waters numbering 125 pennants.

Not the least remarkable point about the fleet is the fact that by far the larger part has been built within ten years. Of the froncla is only seven antedate the Queen's jubilee in 1887. while in the other classes cruisers, torpedo boats, and commerce destroyers-the proportion of old boats is still smaller.

Portsmouth has probably never in her entire history held such enormous crowds of people. Hundreds of trains poured the multitude into the town from early in the morning until shortly before the arrival of the Prince of Wales, at o'clock. It was a magnificent day. The entire water front between Portsmouth and the Isle of Wight was simply filled with ships of war. The fact that all of these, with few exceptions, flew the English flag seemed to impress itself on the minds of the spectators who crowded the excursion steamers, and the consequence was the almost incessant playing of "God Save the enough to make people patriotic, for here were five miles of British warships, a display of power unprecedented in the history of the world.

The ships were disposed in five long lines each, extending from Fort Gilkicker, in Portsnouth harbor, to a point opposite Osborne, Isle of Wight. The outermost line was composed of wenty-nine ships, all battleships and cruisers. The second line was similarly composed of thirty hips; the third of thirty-eight ships. Running eastward as far as the twenty-ninth ship, the third line was composed entirely of small cruisers, torpedo gunboats, and gun vessels, while the last nine ships were the fine, mast-rigged sels of the training squadron, relies of the old days before steam superseded sail.

Inside this was the fourth line, which was one of the most interesting, for no fewer than thirty of the forty-nine vessels composing it were de stroyers of the latest pattern. The remainder were smaller craft.

Lying close inshore on the Isle of Wight side were the foreign ships, as follows: Austrian, Wien: German, König Wilhelm; Spanish, Nizcaya; American, Brooklyn; Russian, Rossia; French, Pothuau; Dutch, Evertsen; Portuguese, Vasco de Gama; Norwegian,

Fritzof; Swedish, Gota; Danish, Helgoland; Japanese, Fuji, and the King of Siam's graceful cruiser yacht, Maha Chakrakoi. The Brooklyn was decidedly the most noteworthy ship in the vast assemblage from the spectacular point of view. Her great factory chinneys and odd, tumble away sides, her high. white hall and two immense flags, made a pic-

ture absolutely unique even in Portsmouth, which for generations has been accustomed to look upon all the queerest naval craft the world has turned out. The Brooklyn was not admired, but was heartily cheered.

An immense number of yachts, pleasure steamers, and great ocean liners filled what remaining space there was toward the Isle of Wight. In one single line were the Teutonic, transformed

Normandle, Empress Frederick, Coburg, and Shortly after 2 P. M. a single gun from the

flagship Renown announced the departure from the dockyard of the Prince of Wales on the royal yacht. This was the signal for the royal salute, which was fired by the entire fleet of over one hundred and fifty ships. Simultaneously every vessel manned its sides and military tops, with the exception of the Slamese yacht, which sent its crew to the masts and made a picturesque display. The cannonading was terrific. The foreign ships all used smokeless powder, but the entire British fleet clung to black powder, so that five minutes after the noise began a heavy curtain of smoke hung over the water and for ten minutes obscured vessels

The reviewing fleet came within sight of the first ships about 2:15 o'clock. The procession was piloted by the Trinity yacht Irene, followed shortly afterward by the antiquated but still serviceable royal yacht Victoria and Albert, on which were the Prince and Princess of Wales, Empress Frederick, the Duke and Duchess of York, the Duke of Coburg, and the Duke of

The rest of the procession was composed of the royal yacht Alberta, the chartered steamer Carthage, on which were the representatives of the crowned heads of Europe and other distinguished visitors, including the Indian princes in gorgeous costume. Then came the Admiralty yachts Elfin, Enchantress, and Fire Queen the latter having on board the Commander-in-Chief, Admiral Sir Nowell Salmon; the Wilson liner Eldorado, carrying the Corps Diplomatique with the Lord Mayor and Corporation of the city of London, the Danube with the members of the House of Lords, the Parramatta and Goorkha with the Admiralty guests, and the Campania with the members of the House of

As the royal yacht passed each ship tremendous cheers were given by the crews, and the bands played "God Save the Queen." The enthusiasm on these five miles of water was really marvellous. The flotilla came gracefully down through the lines of warships, and the scene was one of unparalleled beauty and animation.

Of all the great ships, the Campania seemed the greatest. She looked twice the size of huge battleships like the Majestic, Repulse, or Resolution, which are really much larger; and when she finally drew away from the fleet and took her passengers out for a short sea trip, she was saluted by tremendous cheers from one end of the line to the other, as far as she was visible. There was a slight haze, and this, combined

with the mass of smoke, made it difficult to distinguish objects at a great distance. But after a short time the sun shone through the clouds and for the first time in the day the entire fleet ould be discerned.

It was a picture one can never forget. The waters of the famous anchorage glittered like a broad sheet of silver under the rays of the brilliant sun; and against this the wonderful fleet stood sharply outlined and distinct.

The royal procession went slowly through the several lines, and finally, after 4 o'clock, came to anchor opposite the flagship Renown. As the anchor dropped, the flagship hoisted a signal, and a roar of cheers from 40,000 sailors was heard from one end of the fleet to the other. This was loudly echoed by the excursion steamers, yachts, tugs, and other vessels outside the lines. In fact, the cheering never seemed to terminate from the beginning of the day to the endbut, strange to say, not a single whistle was

The Prince of Wales went on board the Renown, and, soon after, the water became alive with steam pinnaces carrying Admirals and Captains to be presented. This ceremony over, the Prince's yacht returned to Portsmouth, cheered all the way by the crews, who again manned the sides.

The lines were now thrown open to outside steamers, and soon the great procession went through the fleet. A faint idea of what this was may be had if one conjures up a view of a yacht race in New York harbor. Only here there were probably three times as many ships of all kinds. Every large steamship company had one or two of its vessels, and steam yachts were without

As if by programme, rain began falling immelines, and it came down in bucketfuls. The thunder and lightning was terrific and drove all the great excursion ships to the docks to unload their passengers. At 6 o'clock the anchorage was absolutely destitute of visiting craft. and the whole scene was lamentable. Thousands of persons rushed away from Portamouth immediately on landing, thinking it hopeless to wait for the great illuminations, which it was believed would be postponed owing to the rain. But promptly at 9 o'clock, again as it according to programme, the rain ceased, and at a signal the vast fleet flashed forth into vast sea lights.

Where in the daytime had been flags, rainbow fashion, there were now electric lights. The great, sombre ironclads were surrounded by glistening girdles of brilliant lights from topmast to topmast, and low down on the water's edge, while the whole bosom of the strait, from Spithead to Osborne, appeared as though gleam-

ing with fire. Undoubtedly the finest show was made by the Brooklyn, which had an immense "V. R. 1837-97" in electric lights stretched amidships and alongside the word "Brooklyn." She was fairly

Great pictures of the Queen hung between the funnels of the big battleships. "God Save the Queen" was a favorite and fervent electrically lighted wish among the cruisers, and a hand, some display was made by the Russians and Frenchmen. Searchlights were not permitted, so that only the outlines of the vessels were seen, and this made the contrast to former illuminations of this sort all the more marked The effect was wonderful and beautiful. It

The illuminations continued until midnight when, on a signal from the fleet commander, every superfluous light went out as if turned off by a single switch. And thus came to an end the greatest and most remarkable naval spectacle the world has ever known.

Special Cable Despatch to THE SUN

In an Admiral's Uniform the Prince Beriewed

PORTSMOUTH, England, June 26.—The water was covered by a light fog all the morning, making it impossible to see the great fleet of warships from the mainland or the Isle of Wight until nearly noon, when the sun struggled through and the mist gradually melted. At 1 P. M. the scene was magnificent. The fleet, covering five square miles, was transformed from the grim and savage war dogs of yesterday into the brightest and gayest array possible to conceive. It was as if the great waterway by some strange magic had been filled in by a great fairy city, which was garlanded with flags and

bunting of every color under the sun. Between the fleet and the shore, on either side, there was a countless array of all manner of public and private craft. These also were cov ered with kaleidoscopic colors. When the light northeast breeze had brushed the last traces of mist away one of the foreign ships fired a salute

The Prince of Wales did not reach the Ports mouth dockyard until 1:30 P.M. A brilliant cortege of 150 princes and princesses accompanied him from London. The royal procession consisted of the yacht Irene, the royal yacht Victoria and Albert, conveying the Prince of Wales and his suite; the Carthage and the Elfin, with distinguished foreigners on board; the Admiralty yacht Enchantress, the Wildfire, for the day into an armed cruiser; the New | with the colonial Premiers and colonial Secre-

as if to acknowledge the courtesy.

York, Columbia, Ophir, Dresden, Bothnia, and Normandie, Empress Frederick, Coburg, and bassadors; the Danube, with the members of anxious time. the House of Lords, and the Atlantic liner Campania, with the members of the House of Com-

> Queen, with Admiral Sir Nowell Salmon, the Commander-in-Chief at Portsmouth, on board, left the harbor. Admiral Salmon's flagship, the Renown, opened fire, and the salute was taken up by the divisions of the fleet as the procession steamed down the first line of battleships.

> The scene at this moment beggared description. The sun shone forth brilliantly and there was enough breeze to flutter the myriads of flags and bunting. The men of each ship cheered madly as the procession passed, and the bands on board of every vessel that possessed one played the national authem.

The foreign vessels, after the fleet, gave the royal salute. The roar of guns, as ship after ship followed in the royal salute, was deafening and continuous for a half hour. The Prince of Wales snatched a hurried

luncheon on the way from the harbor to the re-viewing line, and, in order to avoid delaying the programme, appeared on deck to begin the review promptly at 2 o'clock. Admiral Nowell steamed from the Renown in a launch as soon as the flagship had saluted and joined the Prince of Wales on the royal vessel.

The latter started with the Prince in the bow

wearing an Admiral's uniform and smoking a cigar. He inspected the vessels through field glasses as the yacht steamed slowly between the It was a veritable triumphal procession along the lines of the huge fighting machines decked in holiday attire, with men lining their sides sending up roaring cheers as the royal yacht passed The Prince, with whom were the Princess and other royalties, stood acknowledging the cheers as the yacht passed the bridge of each warship

When the last line had been traversed the royal

yacht anchored shortly after 4 o'clock abreast of the flagship Renown.

Then came an incident which the hearers thereof will never forget. The Renown gave the signal and the whole twenty-five miles of shipping gave a simultaneous cheer, which was taken up by the colonial troops aboard the Kohinoor and the crowds on board the countless pleasure craft. The cheer produced an almost

The reception of the foreign and English Admirals and Captains was then held on board the royal yacht, which afterward returned to the harbor. Then, and not before, were the private vessels allowed to move, and so great is their number that it was 6 o'clock in the evening be fore all of them were able to get ashore with their passengers.

LESSONS OF THE WARSHIPS. ingland Has Something to Learn from Her Foreign Visitors. Special Cable Despatch to THE SUR.

London, June 26.-Mr. W. Laird Clowes, the famous naval expert, said, after inspecting the immense array of British and foreign warships at Spithead:

"If an Austrian, German or Frenchman should go home from Spithead, he would tell his coun-

"'So long as Great Britain remains in her present temper you need harbor no dreams of naval power. To-day she is even more supreme on the broad seas than in the old times on the narrow seas, over which she then claimed domain. You cannot, either singly or in conjunction with others, hope to rival her. Keep up your navy if you will; it may avail you against others, but not against her. For you it is a plaything and a luxury; for her it is a necessity, and she knows it. You may be thankful if you have her as a friend and if she never uses her magnificent weapon save in the cause of right and justice.'

"Yet, although these are one man's conclusions, it would be wrong to suggest that the British have nothing to learn from the foreign navies or foreign ships now here. The Russians, Americans, Austrians, Dutch, and French have sent to Spithead their newest and, in some cases. officers and constructors will utilize these opportunities for visiting and studying the Rossia, Brooklyn, Wien, Evertsen, and Pothuau. The Rosala is noteworthy for three screws, and is fit-Britain possesses no large ship with either of these characteristics. The Brooklyn is capable of suggesting many things connected with the adaptation of electricity to the work of the ship. We are at least five or six years behind some other countries, whereas America certainly leads the van. Some of the Brooklyn's electrical devices are, perhaps, a little too delicate and too complicated or unnecessary; but the gear for hoisting projectiles and ammunition to the guns and the machinery for working the turrets are so admirable that I recall with a blush of shame the fact that only one of the British men-of-war is fitted with electrical shot hoists. We unlike most countries, seem to be of the opinion that electricity is still a turbulent, uncontrollable power, and must not be harnessed

save experimentally and with trembling. Wien strikes me as a model of what s small modern battleship should be. We build no small battleships nowadays and we have none at Spithead. We prefer huge battleships costing £1,000,000 apiece. I believe that although there may still be a part for the big battleship to play, there is and ever will be a

part also for the small one. Another excellent type of the small modern battleship is the Evertsen. She has only a limited coal capacity, but she is employed only near the naval base. She would be a tough little opponent of many an existing ship that is twice

er size and cost three times as much. "The French armored cruiser Pothuau presents many points worthy of attention. She is by far the ugliest ship at Spithead, but she is far indeed from being the least formidable.

"Germany sends neither her newest nor her best, the old battleship König Wilhelm, which, twenty-nine years ago, was built at Blackwall on the Thames. Yet she is far from being conemptible because she is old. Indeed, there is no foreign ship here that reads more instructive lessons. The Germans have reengined and rearmed her and have shown triumphantly the way we ought to deal with old ironclads which are the Konig Wilhelm's contemporaries.

Being anxious to discover how far one of the plainest lessons of recent naval warfare has been utilized by foreign naval constructors, I inquired on the Brooklyn concerning the wooder decks which, to my surprise, I saw there. It seems that, although the decks are of wood, they are perfectly non-inflammable, owing to the electrical treatment to which the planks have been submitted. So far, so good. The Americans have tackled the great question of a fire on board ship in action and absolutely solved it, for all the wood of the Brooklyn is fireproof, while wood in our ships continues combustible. But I am far from advocating that we treat wood as the Americans do. We will do better if we seek a substitute, for the wood in the Brooklyn has been so altered in character and has become so spongy and soft that, I venture the prophecy, the decks would not stand the wear and tear of half an ordinary commission.

GUARDING QUEEN VICTORIA. Extraordinary Precautions to Protect Her and

Special Cable Despatch to THE SUR. LONDON, June 26.-The public may never now all the details of the arrangements of the British political police for safeguarding the Queen and some of her royal visitors against They criminals and cranks on jubiles day. were on a prodigious scale and included the use police agents from every capital in Europe,

inspector Melville was in charge, and he admits

STRICKEN AS HE TALKED.

British revolutionists had been boasting and threatening all sorts of things. Rumors of SENATOR PETTIGREW SUFFERS A dynamite preparations had been current for a PARALYTIC STROKE. couple of months. The impression prevailed that the explosion by which a train on the un-

He Was Attacking the Republican Senators Passionately When Suddenly, in the Middle of a Sentence, He Stopped and Was Unable to Go On-Condition Thought Not to Be Serious.

WASHINGTON, June 26,-The proceedings of the Senate to-day were marked by a very dramatic incident. The silverite Senator from South Dakota, Mr. Pettigrew, was arraigning Republican Senators in a most energetic and impassioned style for their subserviency to trusts and to caucus orders, when, in the middle of a sentence, he suddenly stopped, made a few feeble efforts to continue, but was unable to one man ventured to distribute leaflets. He had articulate another word, and was finally led out of the hall and taken home.

only just started when he was grabbed and hustled to Scotland Yard. He had several hundred The Senate had been acting on the paraleaflets poorly printed. On one side was a jubigraphs that had been passed over in the lee hymn in glorification of rebellion. On the several schedules already adopted. In paraother side was a proclamation signed, "London graph 88 the duty on China clay, or kaolin, Revolutionists." It unpolitely speaks of the was made \$3 a ton. Mr. Platt of Connec-Queen as a "fat old woman, evidently destined ticut moved to add to the paragraph a proby nature for a washtub, but elevated by for-tune to a throne." It then proceeds to say nasty vision for a similar duty on fullers earth, wrought or manufactured. This started the things about her Majesty's guests and visitors. South Dakota Senator. He moved to add also to the paragraph a provision for a duty of \$2 JOLLY DAYS FOR THE KING OF SIAM. a pound on fullers earth, unwrought or unmanufactured. He spoke in support of the motion, and referred to a little retining mill running in Connecticut being represented on the Finance Committee and getting all that it VIENNA, June 26.-The King of Siam and his wanted, while the producers of fullers earth sons went to day to Budapest, whence they will

were left out in the cold. proceed to St. Petersburg, Berlin, and Paris be-"I wonder," he exclaimed, passionately, fore they visit London. It had been arranged whether there is an instance of any crossthat they should visit the Town Hall here yesroads institution in Connecticut that thoroughly taken care of in this bill. If there be any it's an oversight. And so Pennsylvania because of the heat, but really because they gets \$3 a ton on China clay. I suppose it is because the Senator from that State (Mr. Quay) On Thursday they went to see the spectacle of Venice" in this city. They were surrounded has four bushels of manuscript and has told the by thousands of persons, and in the battle of flowers they were pelted by pretty ladies, and committee he will bring it here unless he gets laughingly returned the compliment. The King

Mr. Pettigrew then turned upon the New England Senators, who acted, he said, on the morning. Last evening he had an enjoyable time on the Kahlenberg. His Majesty received principle of enlightened self-interest. He understood very well the arrangement about fullers earth and kaolin. He knew that an increased duty would be given to the clay of Pennsylvania and New Jersey and to the Connecticut mill beautiful sabre, which he presented to Emperor that ground fullers earth, while those who pro-Francis Joseph. The blade is massive and the gold handle represents a dragon's head enam-elled and set with diamonds, rubies, and emer-

duced it would be left out.

Mr. Platt of Connecticut replied to Mr. Pettigrow's speech, and intimated that that Senator's
impetuosity was due to the fact that a bed of
fullers earth had recently been found in Da-

fullers earth had recently been found in Dakota.

This angered the South Dakota Senator still
more. He said, with great rapidity and passion:

"The Senator from Connecticut says that I am
a protectionist in spots. Well, if in order to be
a protectionist ail over one must vote a duty of
700 per cent. on a cheaper article and 10 per
cent. on a higher priced one, then I am a protectionist only in spots. If I am to vote for a duty
on sugar, purely and absolutely in the interest of
the most corrupt and demoralizing trust ever
organized, and to do it at the behest and dictation of a political caucus, in order to be a protectionist all over, then I am only a protectionist is spots. If I am to vote for every combination that wants special privileges and high rates
and differential duties, then I am not a protectionist all over. eigns he will visit. He also brought a chest for each country he will visit, full of presents for princes and statesmen. The King's popularity in Vienna, however, is really due to his intelli-LONDON, June 26 .- Mr. Anton Seidl conducted the orchestra at the production of "Siegfried"

ind a light over.

"When New England made a trade with sotton Senators from the South, for the purpose of putting a duty on raw cotton and breaking up the solid South, she abandoned the only issue the solid South, she abandoned the only issue the solid South. of putting a duty on raw cotton and breaking up the solid South, she absordened the coly issue that gave the party character. All that the Republican party stands for to-day is—
The sentence was never completed. The Senator stopped, made an effort to articulate, falled to do so, and for some seconds stood wavering, while all eyes were turned upon him in sympathy. Quickly, but without excitement, Senator Carter of Montana approached him, induced him to take his seat, and after a minute or so accompanied him out of the chamber. The passionate energy which he had thrown into his speech had overpowered him.

Mr. Pottigrew was assisted to the Republican cloak room, where he rested some time in a chair. As he did not recover the use of his voice, a physician was sent for. In the mean time a hasty examination was made by some of the Senators who have practised medicine, and they expressed the opinion that the South Daxota Senator had ruptured a small blood vessel in the brain, producing paralysis.

Dr. Bayne came finally and examined Mr. Pettigrew. He pronounced the Senator's affiment to be a form of paralysis, and did not then consider it serious. After an hour's rest in the cloak room Mr. Pettigrew was able to be taken to his home.

Dr. Rayne said this evening to a SUN reporter that the stroke from which Senator Pettigrew suffered was probably caused by the rupture of a small blood vessel, followed by the formation He will reappear in London at intervals until

the end of July. On July 10 he will give a concert with Mme. Nordica. He will conduct six performances of "Parsifal" at Beyreuth be-SYNAGOGUE GUN COTTON CLAIMED. Member of the Congregation Says He Had It How the gun cotton found in the Pike street synagogue on Friday morning came there and why it was put there was learned yesterday

yesterday morning the Rabbi postponed the Sabbath service for a time to give his people an a small blood vessel, followed by the formation of a blod clot. The Senator's manner of speech favored this result. He carried his head forward,

of a blod clot. The Senator's manner of speech favored this result. He carried his head forward, at an angle with the body, compressing the vessels in the neck. To-day he spoke with tremendous energy, under pressure of great excitement. His visage was flery red, and his voice penetrated to the corridors surrounding the chamber, so that passers by stopped to inquire who was talking.

While the Senator was in the cloakroom he was able to mutter a few words, but after leaving the Capitol his power of speech was utterly loat. The ability of his system to absorb the clot, Dr. Bayne said, would determine the issue of the attack. It might disappear in a short time, enabling the Senator to appear to-morrow as usual; it might resist and overcome all efforts of the system to remove it. The result then would be different.

When the Doctor left his patient this evening, Senator Pettigrew's condition, he said, was slightly improved, and he believed his prospects for recovery were good.

In the course of the evening Senator Pettigrew

signify improved, and he delieved his prospects for recovery were good.

In the course of the evening Senator Pettigrew rapidly improved and fully recovered the use of his vocal organs. A number of Senators called, and were gratified to learn of his improved con-dition from his own lips. No further throuble is apprehended now.

find out what had become of his gun cotton. He went there and laid claim to the explosive. He told the Sergeant at the deak that when his father was President of the congregation, he had a key to the ayuagogue. Then the Glass family were occupying a whole house. On May 1, they moved into a flat. Among the things that had to b moved was a quantity of gun cotton which Morris Glass used, he says, in his chemical works, at 21 York street, Jersey City. There was no good place for the explosive in the flat, so it was decided to put it into a barrel and put the barrel in the coalbin of the synagogue. It would be safe there and it would cost nothing for storage. The elder Glass was no longer President of the congregation, but he still retained his key to the synagogue. Thither the gun cotton was taken, and there it remained undiscovered until Friday morning. E. D. NEUSTADT DIES SUDDENLY. Had Lost Money in Wheat Speculation-His Firm Failed Last April.

Emile D. Neustadt, senior member of the firm of Neustadt & Co., one of the best known flour commission houses on the Produce Exchange, died suddenly at his home, 142 West DES MOINES, In., June 26.-Ex-Gov. Boles, Secentleth street, last night. He was 50 years old, and conspicuous in German social circles. He dined at home as usual last evening, dent last year, has practically renounced free and at 8 o'clock went to his room on the second floor to take a nap. When his wife went upstairs of this city. The article was made public by Col. at 11 o'clock she found him unconscious. His physician, Dr. Murray of 208 Amsterdam avenue, was called in, and although he arrived within fifteen minutes Mr. Neustadt was dead Mr. Boies is headed, "A Curse of a Monstrous Crime Is Upon Us." It is a sweeping denunciawhen he got there.

The firm of Neustadt & Co. had an office at 356 Produce Exchange building. The members of the firm were E. D. and Otto Neustadt. On April 7 last the firm made an assignment without preference to David Tim, a member of the real estate firm of Tim & Co.

in silver and gold at their full market price at the great centres of trade.

Col. Fox considers Boice's backsliding so serious that he follows the article in his book with an answer in which he says:

"This can only mean that the paper representatives shall be redefined in silver builtion at its market value in gold, which is the same thing as redeeming it in gold. Is not this virtually the gold standard!"

Col. Fox has had this letter for some time, but The assignment was not a surprise to those of the members of the Exchange who knew that E. D. Neustadt had been speculating in grain. At one time the firm had a capital of \$250,000. They were large receivers of flour from the Northwest and represented the Daisy Roller Mill Company, with mills at Superior, Wis., and E. D. Neustadt was the board room member

until to-day he refused to give it out. The knowledge of its contents spread among the silver Republicans the day before the conventions on Wednesday, and had much to do with defeat-ing Boies for the Gubernatorial nomination. and his brother Otto attended to the office. E. D. Neustadt was a member of the Produce Exchange for twenty-five years. From 1879 to 1889 the firm was an important factor in the local flour trade, doing about the largest busi-The Blind and Deaf Girl to Take Radeliffs ness on the Exchange. E. D. Neustadt began speculating eight years

CAMBRIDGE, Mass., June 26 .- On next Tuesago and spent much of his time about the wheat lay, when the Radcliffe College entrance exampit. He was known as a bear, but during the inations begin, Helen Kellar will offer herself bull market last fail, when wheat reached 90 for nine hours of work. During the past year for nine hours of work. During the past year Miss Kellar has been a student at a private Cambridge school, with the intention of preparing for Itadediffe.

It was thought that experimental physics would present an insuperable barrier, but a way was sound to get over the difficulty by substituting the alternatives, text book physics, and elementary astronomy for the experiments in astronomy. She has a planetarium upon which she can feel the position of the heavenly bodies.

The examinations of next week will be read to her by Mr. Giunan, and she will write the answers upon the typewriter, in the use of which she is an expert. She will probably study in a leisurely fashion and with as little fatigue as possible. Her study does not in the least impair her health. cents a bushel, he turned a buil. The break in the wheat market on April 7, it was understood, precipitated the failure of the

firm. The liabilities were estimated at \$60,000 at the time of the failure. Humbert Will Receive Our Ambassador. ROME, June 26 .- William F. Draper, the new

ing Humbert on June 29, when he will present his crodentials. Pocautico. Nakodas, E. & W. Nakodas, Both new effects in high banded collars.—469.

MORE THAN A DOZEN KILLED. A Train on the Wabash Railroad Gors Through

KANSAS CITY, Mo., June 26,-The fast express on the Wabash Railroad which left here at 6:20 o'clock this evening went through a bridge near Missouri City, about twenty-five miles from here, at about 7 o'clock. Up to midnight twelve dead bodies had been recovered. Among

a Bridge in Missouri.

them was that of Conductor Copeland. The disaster is said to have been caused by the recent heavy rainfall, which, with cyclonic winds, greatly weakened the bridge. The train consisted of an engine, three mail coaches, a smoking car, and Pullman sleeper from Denver. and was scheduled to reach St. Louis at 2:30 A. M., where it connected with fast mail trains for the East, North, South, and Southwest, It is not known how many passengers were on board. A wrecking crew left this city at 8 o'clock, and at midnight returned with twelve

WRECKS AT A BICYCLE MEET.

Nearly One Hundred Persons Hurt in Varior Ways at a Philadelphia Park.

PHILADELPHIA, June 26 .- At the Philadelphia Baseball Park this afternoon at the race meet of the South End Bicycle Club a series of accidents marred what would have been a good day's sport. Nearly a hundred people were hurt more or less seriously, including several riders. The track at the park was poorly built, and in rounding the corners spills occurred in every race of the day, and at least twenty whoelmen vere more or less cut up.

The rail which surrounds the bleachers collapsed and a hundred and fifty people were pre-cipitated ten feet to the track below. All were slightly hurt, and a dozen so badly that they had to be removed to a hospital near by in a trolley car hired for the purpose. Among the injured were: William Erdinger, badly cut about the legs and face; Harry Frankenfield, hip injured; Clifford Graham, arm broken; Charles Dugan, internally injured; Edward Fitzgerald, arm broken; Thomas Phelan, hip broken, and J. H. Carter, ankle broken.

SOUTH MEXICO STILL SHAKING. The Inhabitants Frightened by Repeated

Earthquakes.

OAXACA, Mexico, June 26.—Severe earthquake hocks have continued at intervals of a few hours during the past three days at Tehuantepec and as far east as San Cristobal, in the State of Chiapas. No further damage is reported, but the inhabitants are in a state of terror. The Indians of the Isthmus of Tehuantepec are fleeing from the mountains into the valleys.

A Cattleman Wounded Mortally in the Rail-

OMAHA, Neb., June 26 .- J. W. Pon4 of Corning, Ia., was shot mortally this morning by a band of six men who were trying to hold up the accommodation train on the Burlington Railroad as it approached this city.

Pond is a cattleman, and when the train stopped in the yards went to the door of the rear coach preparatory to getting off in easy reach of the stock yards. The six were evidently surprised at the apmen were evidently surprised at the approach of Pond. Pistols were levelled at him and he was ordered to throw up his hands. He took in the situation at a glance and started to run back into the car to warn the passengers. The robbers at once shot him through the back, and he dropped wounded at the door.

The shot aroused the passengers and they poured out onto the platform, and the robbers disappeared. Pond was brought in to the City Hospital, and will die. The police arrested several tramps on suspicion, but as no weapons were found the right men are supposed to be at liberty yet.

were found liberty yet. HAS SLEPT SINCE TUESDAY.

Fourteen-Year-Old Syracuse Girl Who Shows

A Fourteen-Year-Old Syracuse Girl Who Shows No Signs of Waking.

Syracuse, June 26.—Ever since she retired on Tuesday night Florences G. Weinhelmer, the fourteen-year-Old daughter of Jacob Weinhelmer, a furniture dealer, has been apparently fast aleon in bed at her home, 715 East Willow street. The girl has lately been employed as bookkeeper in her father's store. When her sister arose at 9 o'clock on Wednesday morning she remarked that Florence was still asleep. The girl's mother said she had better rest; but when, at 10 o'clock, she could not be awakened, the family became alarmed and sent for a physician. The dector had no better success, and Dr. H. Didama, dean of the medical college, was called in consultation. He attributed the case to unden nervous arrain and said that the girl would wake of her given her from time to time. She still shows no sign of waking.

EXPLOSION ON A FERRIBOAT.

Plug Read of One of the St. Louis's Bollers Hlews Out.—Man Scaled.

Just after the Pennylvania Raliroad ferryboat St. Louis had entered the slip at the foot of West Twenty-third street on her St. So'clock trip last evening, and while the passengers went wild with excitement over the pseudomatic place to the scale to middle the same scale and there was danger that the beast and some their speudomatic place to the late of the submitted and there was danger that the beast possible moment of the late of the Mantrov of Elevations and there was danger that the beast possible moment of the late of the Called He and there was danger that the beast possible moment diversifies and the late of the late of the Mantrove of Elevation to the submitted that the girl black of the Called Herman and rome the black to the late of the Called Herman and rome the black to the late of the Called Herman and rome others believe. The submitted that the was a much due to the mantro the submitted that the was a much due to the waster.

Fing Read of One of the St. Louis's Bollers Herman One of the black t

GEORGE CROCKER'S PURCHASE. He Buys 181 Acres of Land in Westchester County for Sams, 000.

George Crocker, the California millionaire, vesterday completed, through Broker Lawson McCormack, the purchase of a tract of 181 acres at Hunt's Point, West Chester. The price paid, it is reported, was \$686,000. It is price paid, it is reported, was \$688,000. It is Mr. Crocker's intention to build handsome houses on the land, with the design of making it a supurban residence district of the best class. The tract begins about a third of a mile southeast of the Hunt's Point station on the Harlem branch of the New York, New Haven and Hartford Railroad, and extends south and east more than half a mile, facing the Bronx River on the east, and Long Island Sound on the south. The land includes Elimwood, the Spofford estate and mansion, and part of the old Hunt farm.

RICH AND DIED IN THE POORHOUSE. James Brusic, a Wealthy Hanchman, Had No One to Care for Him.

SAN FRANCISCO, June 26 .- James Brusie, a wealthy San Joaquin rancher, died to-day at the Alameda (county infirmary in Oakland, to which he had been removed from a receiving hospital. He was 72 years old and somewhat childish, so that Mrs. Bauska, one of his daugh chidish, so that Mrs. Bauska, one of his daughters, refused to keep him and sent him to a hotel. He left the hotel recently to go to Dr. Todd's sanitarium. The dotor declares that the daughter failed to pay for her father's support, and he had him removed to the hospital. It was this second removal to the infirmary which brought on exhaustion and death. As Brusie leaves a large fortune, his death in the poorhouse excites much comment.

TO TAKE A CENSUS OF TRAMPS. State Statistician Conner of Indiana Suggests a Plan for Counting These Men. INDIANAPOLIS, June 26.-State Statistician

Connor has determined to secure a census of the number of tramps in Indiana, and will correspond with the chiefs of other State bureaus with a view of having the census taken in all the States at the same time. His plan is to have the data gatherest by police officers, town marshals, and other officials on a certain day or night, and the returns made to him and tabulated by cities and towns in his office, giving the summaries in his report. He believes the total number of idle men in the United States could be ascertained in that way, and no other.

HOLLAND BOAT UNDER WAY

THE SUBMARINE CRAFT MAKES A SUCCESSFUL SHORT TRIP.

PRICE FIVE CENTS.

Keeps Up a Surprisingly High Rate of Speed Under One-Pifth Power - The Steering Gear Works Without Any Hitch-Launch

of the Lighthouse Yender Mangrove. ELIZABETHPORT, N. J., June 26.-The Holland submarine torpedo boat had its first trial to-day at the Nixon shippards as a free and self-moving craft. The trial was altogether a surface test. It showed that the Holland's delicate internal propelling and steering mechanism works with unexceptionable smoothness. It showed that while the queer under-water boat was on the surface she was instantly obediens to the tiny steering lever in the conning tower, and finally it showed that the Holland will in all probability attain a speed far greater than that which her inventor had intended to require

Theoretically, the surface trial of the Holland was an incident in the launching of the lighthouse tender Mangrove. But as things turned out, the launching of the Mangrove became an incident in the trial of the Holland. A crowd of several thousand had gathered to see the launching of the newest member of the floral and arboreal fleet. The Holland had just been brought to a state proper for her surface trial, and in view of the popular interest and excitement over the uncanny creature Mr. Nixon determined to surprise his guests with the spectacle of the Holland on her first independent venture. He asked Mr. J. P. Holland, the inventor of the boat, to take charge of her. Although the boat has not, of course, been turned over to Mr. Holland, and will not be for some time, Mr. Nixon says that unless Mr. Holland was on board he would not risk her six feet away from the dock for twice what it has cost to build her. Capt. W. T. Cox of the tug Erie, Mr. Nixon's puot for Staten Island Sound, also went on board with Inventor Holland's crew of ten men and representatives of the manufacturers of the gas engine.

After Mr. Nixon had told his friends what was in store for them, and a slight delay due to a misunderstanding of his signal to go ahead, the Holland, for the first time since she was launched, was pushed away from the wharf. The top of the conning tower was open. Four of Mr. Holland's helpers stood along the narrow surface exposed above the water. The rest were hidden inside the boost. Through the deadlights along the side it was possible to see a mysterious glow of yellow light, with even more mysterious shadows and figures crossing and darkening the holes every moment. It was the desire of Mr. Holland to try the electric motive power for adjustment and connections. The gasoline engine had been well tested while the Holland was fast to the dock. A moment after the boat was pushed off there was the slightest perceivable swirling of the water above the apex of the stern. With something of the vibratory motion of a startled brook troub the Holland started down the Jersey shore. The folks on shore heard a subdued whoop of joy from the open conning tower. The first noticeable characteristic of the Holland's movement is that there is no wake and very little swell; only a little swirl where the stern sinks into the water.

After running perhaps one-eighth of a mile below the centre of the group of spectators, the Holland made a very slow and cautious turn, so that she headed toward New York. Only one-fifth of the complement of electric power was applied. No representatives of the manufacturer of the electric dynamos and motors were on board, and in their absence Mr. Nixon did not want the Holland to take the slightest possible risk of overheating her motors. Under one-fifth power, then, as steamed straight-away for a measured half of a mile. She covered the distance in three minutes, or at the rate of ten miles an hour, indicating that she will probably attain a speed of between twenty and thirty knots under full power. There was a crowd of small boats following the Holland about the Sound, the whole looking for all the world like the chase of a small whale. As the Holland turned back to the dock two great excursion steamers came past her, and their passengers went will with excitement over the peculiar boat.

It was getting perilously near high tide, and there was dang open. Four of Mr. Holland's helpers stood along the narrow surface exposed above the

RATCLIFFE WOULDN'T LEAVE.

The Actor Befuses to Come to New York With out Requisition Papers.

Curcago, June 26,-Actor Edward J. Ratcliffe was released to-day on a bond of \$5,000, his surety being Alderman "Johnny" Powers, a saloon and gambling house keeper. Rateliffe's swell friends appear to have descried him as soon as the nature of the charges against him were made known. Detective Sergeant B. Mo-Conville of the New York police force arrived

Conville of the New York police force arrived here this morning to take Ratcliffe back. He looked all day for the actor, and found him at 9 o'clock to-night at the Auditorium Hotel, where he had been stopping before his arrest. Ratcliffe, finding that McConville was not armed with a requisition, flatly refused to return to New York. "It is not that I object to going at all," he said to McConville. "As soon as I can get assurance from New York that I can obtain ball on my arrival there and not be locked up in fail I am willing to go and without a requisition. I am waiting to complete such arrangements, and will probably be ready to go on Monday."

The police here are suspicious that a trick is intended and that an effort will be made to free Ratcliffe on Monday morning on a writ of habeas

Ratcliffe on Monday morning on a writ of habeas corpus. DEPENDS UPON MRS. CALHOUN,

If She Agrees Her Husband Will Be Appointed Comptroller of the Treasury.

PITTSBURG, June 26 -Postmaster Gordon of Chicago passed through here to night on his way home from Washington. Mr. Gordon yesterday accompanied W. J. Calhoun, the returned commissioner to Cuba, on a visit to the White

"I was present," he said, "and heard President McKinley ask Mr. Calhoun if he would accept the Comptrollership of the Treasury, now accept the Comptrollership of the Treasury, now occupied by Mr. Bowier. It was a formal offer. Mr. Calhoun thanked the President, said he looked upon the proposition with favor, but that there was somebody whose opinion was important to him, and whom he must consult before he could give a definite raphy to the President's offer. Accordingly Mr. Calhoun will go to Danville, Ill., to learn what Mrs. Calhoun thinks of the proposition. If Mrs. Calhoun agrees he will accept."

Latest Marine Intelligence.

Arrived-Steamship Spero, from Calbaries,